



What Would You Do With This Street?

Panel & Audience Participation

 Slides

Panel Members:

Moderator: J.L. Gattis, University of Arkansas

David Hutchison, University of Arkansas

Phil Demosthenes, Colorado DOT

Paul Box, Paul C. Box & Associates

Stephen Ferranti, SRF & Associates

Donna Lewis, Mercer County, New Jersey

Glenda Radvansky, City of Albany, Oregon

4th National Conference on Access Management
Session 13: “*What Would You Do With This Street -- panel and audience participation*”

Paul C. Box
Paul C. Box & Associates
Scottsdale, AZ

Philip Demosthenes
Colorado DOT - Traffic & Safety
Denver, CO

Stephen R. Ferranti, P.E., P.T.O.E.
SRF & Associates
Rochester, New York

David Hutchison, P.E.
Springfield Dept. of Public Works
Springfield, MO

Donna Lewis
Mercer County Planning
Trenton, N.J.

Glenda J. Radvansky, P.E.
City of Albany
Albany, OR

Moderator: J. L. Gattis, Ph.D., P.E.
Univ. of Arkansas
Fayetteville, AR

The session began with the moderator presenting information about a street. Then each panel member stated to what cross section (such as three lanes, four lanes with median, five lanes, etc.) and level of access management the street should be developed. Each panel member also explained and defended their opinion.

For each of the four streets, the moderator presented the following exhibits.

1. a brief verbal description of the present street, its surroundings, and projected development patterns
2. a street map of the area, also showing zoning and average daily traffic volume
3. an aerial photo of the street area
4. a series of photos showing the current streetscape

MISSION BLVD. (SH 45) from Crossover Road (SH 265) toward the east

~ 2.7 miles (~3.8 km) ADT = 7,000 predominate posted speed = 35 mph west end, 55 mph east end

Mission, despite its name, is not a boulevard but rather a two-lane asphalt concrete roadway with shoulders but no curbs. Traffic is comprised mostly of passenger car vehicles. The terrain is rolling.

Mission is part of the regional arterial network, extending into the next county and serving traffic coming into the metropolitan area from rural areas to the east. Traffic volumes are growing (see graph).

Most of the developed land abutting both sides of Mission is single-family residential or unsubdivided large tracts, many of which were formerly agricultural. The east end of the segment is typically rural, with a scattering of houses on acreage or small commercial and office properties. Near the city limits, subdivisions are springing up. Proceeding west, a large tract with two schools is on the north, and professional offices lie to the south. The commercial areas at the west end of the segment include two shopping centers with large grocery stores.

CROSSOVER ROAD (SH 265) - from Huntsville Road (SH 16) to Mission Blvd. (SH 45)

~ 2.4 miles (~3.8 km) ADT = 12,000 predominate posted speed = 40 mph

Crossover is currently a two-lane asphalt concrete roadway, without curbs or shoulders. Traffic is comprised mostly of passenger car vehicles, with infrequent heavy trucks, many of which have trouble negotiating the steep northbound grade in the middle third of the segment. Both the southern and the northern one-thirds have level or slightly rolling terrain. Traffic volumes are growing (see graph).

North-south oriented ridgelines parallel Crossover about 3000 ft (900 m) away on either side. Consequently, the probability is low that new through east-west streets will ever connect to Crossover between Huntsville Rd. and Mission Blvd. Since Crossover is the through north-south route on the east side of the metropolitan area, it serves as part of the regional arterial network in addition to providing access to subdivisions platted to feed to this street.

Most of the land abutting both sides of Crossover is single-family residential. The intersection at the

north end of the segment has shopping centers anchored by large grocery stores on two corners. There are also small strip shopping areas along the north end. Proceeding south, there are some large lots that front the street, while other subdivisions back up to the street. Because of the rugged terrain in some parts of the corridor, lots are oversized and local street spacing is much greater than normal in some parts of the corridor. There is a steep grade in the middle part of the segment. There is one large apartment complex on the west, about 4000 ft (1200 m) from the south end. Small commercial tracts exist at the south end.

TOWNSHIP ST. from Gregg Ave. (west end) to College Ave. (east end)

~ 0.4 miles (~0.7 km) ADT = 11,000 predominate posted speed = 30 mph

Township is a two-lane asphalt concrete roadway with no shoulders or curbs. Traffic is comprised mostly of passenger car vehicles. The terrain is level. Traffic volumes have remained constant in recent years.

Township functions as part of the city's arterial network. Although the west end of this segment is the west end of the street, it extends eastward almost 2 miles to a regional north-south arterial. The westward extension of this street is blocked by a building materials store and the University research farm fields.

The land on both sides is developed as low-traffic commercial or light industrial. Example uses include small retail stores, a car wash, a carpet store, and an automobile repair shop.

GREGG AVE. from North St. (south end) to Township St. (north end)

~1.3 miles (~2.1 km) ADT = 181,000 predominate posted speed = 35 mph

Gregg Avenue differs from the other streets in that it already has been developed into a four-lane roadway with curbs. Therefore, the question is not how should the street be developed, but rather how should it have been developed -- do you agree with what was done? Traffic is comprised mostly of passenger car vehicles. The terrain ranges from quite rolling on the south end to level at the north end. Traffic volumes have remained constant in recent years.

Gregg functions as part of the city's arterial network, and also continues north from the north end of this segment into adjacent cities. The south end terminates in a maze of residential streets. In the absence of a continuous arterial route, traffic cuts through the neighborhood on two or three streets built to local street standards. For much of its length, Gregg is abutted on the west side by a railroad track, which limits the possibility of driveways connecting to the street on the west side.

At the north end, the street is abutted by light industrial tracts. To the south, land use changes to older single-family residences or duplex and small apartment developments. Near the south end, the street diverges from the railroad line, and there is a mixture of single family, apartment, and church land uses.